

International passenger arrivals for COTA events

Original planning assumptions were:

- Majority of International guests would fly commercial and clear customs in Dallas or Houston.
- International charters would consist of aircraft which would have less than 25 passengers each. These are typically handled by our on-site FBO's and are cleared by Customs at their facility.
- Planning for an increased demand in clearing of these charters, we developed an alternative plan to clear all International charters at the South Terminal. This would allow for quick, convenient clearance for both Customs and our guests. The aircraft would be parked on the maintenance ramp adjacent to the South Terminal.
- The maximum number of anticipated International charters was 25 to 50 for the first three day event (Formula One).

With recent inquiries, information received from Customs and FBO's, and research it is now evident that we will see an increased demand in Customs operations due to the size of anticipated aircraft and number of International guests arriving from charter operations. This new information requires a significant change in our planning assumptions and requires immediate decisions to determine how we move forward with the inquiries, planning and staffing.

Current planning assumptions:

- We can anticipate from 6 to 10 design group 5/6 aircraft. This information is based on recent inquiries and information gathered by staff from other airports in cities that have hosted F-1 events. These charters have capacity for 200 to 400 passengers each.
- We can anticipate 10 to 30 design group 3 aircraft. This aircraft group has the capacity for 100 to 140 passengers each
- We can anticipate in excess of 150 charters with less than 100 passengers.
- ICAO recommends an airport have the ability to process international arrivals in less than 45 minutes. (see attached presentation, attachment #1). The US has set a standard of 60 to 90 minutes as acceptable standards.

Current Customs Facility capabilities:

- ABIA's Customs facility can process approximately 60 to 80 passengers per hour with their current configuration.
- Using the 3 minute per passenger processing time, it will take 4 to 5 hours to process the large charters using our current facility and configuration.
- It will take approximately 1 ½ to 2 hours to process design group 3 aircraft. This is a typical 737, similar to the current SWA Cancun flight. Customs is currently processing in 1 to 1 ½ hours. Most arrivals on the typical flights we receive currently have US citizens which process more quickly than foreign guests.

- Current configuration requires a two-step process for clearing. The guest queues and clears immigration, obtains luggage, and then queues a second time for customs.

We have identified three options to address the new information.

- Option 1 Make no modifications to the existing terminal. Notify Customs, FBO's, and airlines to direct inquiries for charters and scheduled aircraft in excess of our current capabilities to contact San Antonio, Dallas, or Houston for clearance into the US.

Impact to Customer	Impact to Operation	Cost	Benefit
<ul style="list-style-type: none"> • Inconvenience • Multiple aircraft changes • Increased travel time 	<ul style="list-style-type: none"> • Managing arrivals • Capacity issues • Increased curbside congestion 	<ul style="list-style-type: none"> • \$ • Negative impact on City's reputation • Potential loss of non-airline revenue • Loss of revenue from landing fees. • Loss of revenue to FBO's and other tenants 	<ul style="list-style-type: none"> • Plan for future modifications to accommodate large arrival numbers • No immediate interaction with CBP officials required • Possible increase in scheduled airline operations from HUB airports

- Option 2 Make no modifications to the existing terminal. Notify charter inquiries that it will take up to 5 hours to clear Customs. Telling them up front of the anticipated wait times will allow them to prepare and notify their customers. This would potentially minimize the negative reactions upon arrival

Impact to Customer	Impact to Operation	Cost	Benefit
<ul style="list-style-type: none"> • Inconvenience • Increased travel time 	<ul style="list-style-type: none"> • Managing arrivals • Capacity issues • Increased curbside congestion • Irritable customers at curbside • Charters choose other location in lieu of wait 	<ul style="list-style-type: none"> • \$ • Negative impact on City's reputation • Potential loss of non-airline revenue • Loss of revenue to FBO's and other tenants due to poor customer service. 	<ul style="list-style-type: none"> • Plan for future modifications to accommodate large arrival numbers • No immediate interaction with CBP officials required • Possible increase in scheduled airline operations from HUB airports

- Option 3 Add temporary terminal facility next to main terminal. This is the most costly from a financial standpoint, but the only option that allows us to immediately meet capacity issues. This option requires coordination, cooperation, and approvals from multiple city departments, federal agencies, and contractors to accomplish.

Impact to Customer	Impact to Operation	Cost	Benefit
<ul style="list-style-type: none"> • No inconvenience • Positive first impression of Austin • Quickest most convenient entry into US 	<ul style="list-style-type: none"> • Managing arrivals • Capacity issues • Increased curbside congestion • All international charters would be cleared at main terminal • Mixes small GA aircraft with commercial aircraft 	<ul style="list-style-type: none"> • \$\$\$\$ • Temporary facility cost. • Commitment by ABIA to make upgrades to existing Customs facility in the near term. • Staffing 	<ul style="list-style-type: none"> • Reputation • Convenience • Staffing and maintenance in one location • Allows for the planning of permanent modifications to existing terminal without disruption in service. • Allows ABIA to accommodate International traffic for future events .